

CLASSIFICATION **CONFIDENTIAL** 25X1A 25X1

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COUNTRY Germany (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Welzow Airfield

EVALUATION See below PLACE OBTAINED [REDACTED] 25X1

DATE OF CONTENT 8 to 14 October 1951

DATE OBTAINED [REDACTED] DATE PREPARED 13 November 1951

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The runway and landing field of Welzow airfield were completed on 8 October 1951. About 15 laborers were engaged in cleaning-up. No parked aircraft were observed. A biplane landed at the field and took off about 30 minutes later. There were no indications of intended occupation. A guard detail of about 38 airmen were quartered in the northeastern corner of the field.
2. The NE-SW runway was about 60 meters wide. Its concrete cover was 20 cm thick according to workers. A taxiway about 20 meters wide was parallel to the runway. (1) Three new two-story brick buildings which were still vacant were observed on the edge of the woods. (2) No fuel dump or hangar was observed. There was a spur track at the field.
3. Between 8 a.m. and 2 p.m. on 12 October, no aircraft were parked at the field. About 75 German civilian laborers were grading the area between the runway and taxiway. Additional German employees and laborers were employed in the construction office and on other construction sites at the field. The wooden barracks northeast of the field were still occupied by a maximum of 100 Soviet air force soldiers. [REDACTED] The field was not yet guarded by Soviet sentries. (3) 25X1C
4. The field was occupied by a Soviet Air Force guard detail on 14 October. Three officers and about 20 EM of this detail were observed on the firing range. The direction of the runway was determined by means of a compass at 220 to 230 degrees. A taxiway, about 1 km long, led from the northeast end of the runway toward the south. Grading was done north and south of the runway. A hangar with two brick sheds attached to its northeastern side was about 150 meters west of triangulation point 116.3 (4). The officers club, about 25 barracks buildings, and storage sheds were located along a road about 250 meters northwest of triangulation point 118.0. (5) The old fuel dump in the north section of the field was repaired. It had ten pumps and underground fuel containers. No turning aprons were built at the ends of the runway. A new spur track branched off from the Neupetershain-Hoyerswerda railroad line and led to several storage sheds just south of the barracks buildings.

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No Change in Class. ☐

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Comments.

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- (1) According to a sketch previously forwarded [redacted] at least the first section of the taxiway, which leads from the northwest end of the runway to the south, the taxiway does not run parallel to but at about a 25 degree angle to the runway. [redacted] This referenced report also indicated that the taxiway was only half completed by late-September and that clearing work was being done in the southern extension of the runway. It is doubted that the entire taxiway was completed by 8 October 1951. According to previous reports, the runway is 80 meters wide. The reported thickness of its concrete cover agrees with previous information.
- (2) The brick buildings on the edge of the woods are probably billeting buildings which were erected in addition to construction sheds east of the north end of the runway. [redacted]
- (3) The Soviet Air Force soldiers are probably assigned to an air force construction unit which was previously observed at the field.
- (4) It is doubted whether this building is actually a hangar. It is believed, moreover, that it is a brick building which, though temporarily used for construction purposes, was scheduled for a future occupation by airfield personnel.
- (5) [redacted]

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